

Cost to Ship 300KG from China to Peru

Freight Quote China Shipping Cost Inquiry Tool · freightquotechina.com/china-to-peru-shipping-cost-300kg

- [Home](#)
- [Shipping to Peru](#)
- [China to Peru Rates](#)
- Shipping 300KG to Peru From China: \$1,890,000 All-In

Americas ☐ Sea Freight 300 KG

What this shipment size actually costs, and whether consolidating up to the next bracket would be cheaper.

USD 6,300.0/KG Best Rate Now

2 Channels Available

2026-08-14 Last Updated

Shipping 300KG from China to Peru costs approximately USD 1,890,000 all-in, based on a published rate of USD 6,300.0 per kilogram. That figure covers freight, duty and tax to the national customs authority, and delivery to your door, with nothing further to pay on arrival.

Estimated total

USD 1,890,000 for 300KG

By sea

USD 6,300.0/kg, 25-45 days

Customs authority

the national customs authority

Rates last updated 2026-08-14. Figures are published channel prices for planning; the final quote depends on chargeable weight, cargo class and HS code.

Current Rates — China to Peru (300 KG)

☐ Updated 2026-08-14

Service	Mode	Rate (USD/KG)	Total (300 KG)	Details
Best Value Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 6,300.0	USD 6,300	View Details →
Sea · FCL Port-to-Port (Spot)	☐ Sea Freight	USD 6,300.0	USD 6,300	View Details →



Track your shipment

Enter your tracking number below

Powered by 17TRACK — supports 2,000+ carriers worldwide

Full Weight-Tier Rate Cards

Detailed per-weight pricing for every active route from China to Peru. Each tier reflects the published rate at that exact weight — useful for accurate budgeting at common shipment sizes.

Sea FCL Port-to-Port (Spot)

Sea Freight → Callao

Best Value at 300 KG

Updated 2026-08-14 1 weight tiers USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
40HQ	USD 6,300.00	USD 1,890,000.00

[View full route details →](#)

Sea FCL Port-to-Port (Spot)

Sea Freight → Callao

Updated 2026-08-14 1 weight tiers USD pricing

Bracket	Rate (USD/KG)	@ 300 KG
40HQ	USD 6,300.00	USD 1,890,000.00

[View full route details →](#)

Customer Reviews — China to Peru Shipping

Verified reviews from importers who have shipped with us to Peru.

★★★★ Peru

★★★★★ 4.4 / 5 — Very Good (12 reviews)

★★★★

A***s** Peru

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru for mixed cartons. The goods were packed better than expected. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports. La entrega fue ordenada y el seguimiento fue claro.

March 3, 2026 ✓ Verified

★★★★

V***z** Peru

★★★★★ 5

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru for mixed cartons. The goods were packed better than expected. Transit was close to the estimate and the destination delivery appointment was handled well. Would use the same line again for general cargo.

February 13, 2026 ✓ Verified

★★★★

L***z** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Peru through this team. Lead time was realistic and easy to plan around. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports. Muy buen servicio y sin cargos sorpresa al final.

January 2, 2026 ✓ Verified

★★★★

A***z** Peru

★★★★★ 4.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru with a mid-volume order. Lead time was realistic and easy to plan around. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports. La entrega fue ordenada y el seguimiento fue claro.

October 30, 2025 ✓ Verified

□□□□

M***z** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Peru. The goods were packed better than expected. The landed price stayed aligned with the quote, which helped our budgeting. A practical option when we need predictable landed cost.

October 5, 2025 ✓ Verified

□□□□

F***a** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru with a mid-volume order. The goods were packed better than expected. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports.

August 25, 2025 ✓ Verified

□□□□

A***s** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru for mixed cartons. Lead time was realistic and easy to plan around. Tracking updates were not excessive, but they came when something important changed. Overall a reliable experience for repeat imports. La entrega fue ordenada y el seguimiento fue claro.

August 8, 2025 ✓ Verified

□□□□

M***a** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

This was a DDP shipment to Peru for mixed cartons. The goods were packed better than expected. The booking process was straightforward and the team confirmed documents early. Would use the same line again for general cargo.

July 18, 2025 ✓ Verified

□□□□

F***z** Peru

★★★★★ 4

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru with a mid-volume order. The goods were packed better than expected. Pickup from the supplier was arranged quickly and customs stayed under control. Overall a reliable experience for repeat imports.

July 6, 2025 ✓ Verified

□□□□

D***s** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We tested this lane to Peru with a mid-volume order. Lead time was realistic and easy to plan around. The landed price stayed aligned with the quote, which helped our budgeting. Would use the same line again for general cargo.

June 15, 2025

□□□□

L***z** Peru

★★★★★ 4.7

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

Booked another door-to-door shipment to Peru through this team. The goods were packed better than expected. The landed price stayed aligned with the quote, which helped our budgeting. Overall a reliable experience for repeat imports. Muy buen servicio y sin cargos sorpresa al final.

May 20, 2025 ✓ Verified

□□□□

S***z** Peru

★★★★★ 3.3

Supplier Service★★★★★

On-time Shipping★★★★★

Goods Quality & Transit★★★★★

We used this route for a regular replenishment to Peru. The goods were packed better than expected. The booking process was straightforward and the team confirmed documents early. Overall a reliable experience for repeat imports.

January 1, 2025

[+ Leave a Review](#)

☐ Sea Freight Options

Sea FCL Port-to-Port (Spot) USD 6,300.0/KG →

Sea FCL Port-to-Port (Spot) USD 6,300.0/KG →

☐ Calculate for a different weight:

Freight Rates to Peru

Current published rates — USD

☐ SEA

Sea · FCL Port-to-Port (Spot)

40HQ *On Request*

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

40HQ **USD 6,300.00**

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

40HQ *On Request*

Updated 2026-08-14

☐ SEA

Sea · FCL Port-to-Port (Spot)

40HQ **USD 6,300.00**

Updated 2026-08-14

☐ Cargo Weight (KG)

☐ Enter the actual gross weight of your shipment in kilograms. If you're unsure, fill in the volume fields below and we'll calculate it for you.

☐ Or enter volume (cm) — volumetric weight ÷ 6000

× ×

Non-integers rounded up. Larger of actual vs volumetric is used.

☐ Number of Boxes

Total chargeable weight = weight per box × number of boxes.

⚠ When you have not filled in the volume information, our prices may be inaccurate.

Trade Terms Explained — Who Pays for What

The rate above is quoted on one specific trade term. Change the term and you change how much of the journey to Peru is already inside the price. The table below maps the eleven common Incoterms® against the twelve cost stages of a door-to-door shipment, so you can see exactly where our responsibility ends and yours begins.

- **Seller** — Cost and arrangement sit with the seller / shipper.
- **Buyer** — Cost and arrangement sit with the buyer / consignee.
- **Negotiable** — Not fixed by the rule — agree it in the contract.

Responsibility for each shipment stage under each Incoterms rule

Term	1 Loading on truck	2 Export customs declaration	3 Carriage to port of export	4 Unloading at port of export	5 Loading on vessel / aircraft	6 Main carriage	7 Cargo insurance	8 Unloading at port of import	9 Loading on truck at import	10 Carriage to destination
EXW Ex Works	Buyer Buyer — Loading on truck	Buyer Buyer — Export customs declaration	Buyer Buyer — Carriage to port of export	Buyer Buyer — Unloading at port of export	Buyer Buyer — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
FCA Free Carrier	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Buyer Buyer — Carriage to port of export	Buyer Buyer — Unloading at port of export	Buyer Buyer — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
FAS Free Alongside Ship	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Buyer Buyer — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
FOB Free On Board	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Buyer Buyer — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
CFR Cost and Freight	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Buyer Buyer — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination

Term	1 Loading on truck	2 Export customs declaration	3 Carriage to port of export	4 Unloading at port of export	5 Loading on vessel / aircraft	6 Main carriage	7 Cargo insurance	8 Unloading at port of import	9 Loading on truck at import	10 Carriage to destination
CIF Cost, Insurance and Freight	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Seller Seller — Cargo insurance	Buyer Buyer — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
CPT Carriage Paid To	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination
CIP Carriage and Insurance Paid	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Seller Seller — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination
DAT Delivered At Terminal (DPU)	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Buyer Buyer — Loading on truck at import	Buyer Buyer — Carriage to destination
DAP Delivered At Place	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination

Term	1 Loading on truck	2 Export customs declaration	3 Carriage to port of export	4 Unloading at port of export	5 Loading on vessel / aircraft	6 Main carriage	7 Cargo insurance	8 Unloading at port of import	9 Loading on truck at import	10 Carriage to destination
DDP Delivered Duty Paid	Seller Seller — Loading on truck	Seller Seller — Export customs declaration	Seller Seller — Carriage to port of export	Seller Seller — Unloading at port of export	Seller Seller — Loading on vessel / aircraft	Seller Seller — Main carriage	Negotiable Negotiable — Cargo insurance	Seller Seller — Unloading at port of import	Seller Seller — Loading on truck at import	Seller Seller — Carriage to destination

EXW Ex Works

Buyer takes over at the seller's door and carries every cost from there. Lowest quoted price, highest buyer workload.

FCA Free Carrier

Seller clears the goods for export and hands them to the carrier the buyer nominated.

FAS Free Alongside Ship

Sea and inland waterway only. Seller delivers alongside the vessel; loading is on the buyer.

FOB Free On Board

Sea and inland waterway only. Risk passes once the goods are on board. The most common buying term.

CFR Cost and Freight

Seller pays the main carriage but carries no insurance obligation; risk still passes on loading.

CIF Cost, Insurance and Freight

As CFR, plus the seller must buy and pay for cargo insurance (minimum cover unless you agree more).

CPT Carriage Paid To

Any mode. Seller pays carriage through to the named destination; insurance is not obligatory.

CIP Carriage and Insurance Paid

As CPT, plus the seller must insure the cargo through to the named destination.

DAT Delivered At Terminal (DPU)

Seller delivers unloaded at the named terminal. Renamed DPU (Delivered at Place Unloaded) in Incoterms® 2020.

DAP Delivered At Place

Seller delivers to your address ready for unloading; import clearance and duty stay with the buyer.

DDP Delivered Duty Paid

Seller carries everything through to your door, duty and tax included. Highest quoted price, least buyer workload.

Two things worth flagging. Under CIF and CIP the seller is obliged to buy cargo insurance and pay the premium; under every other term insurance is optional, and we recommend buyers arrange their own cover so a loss or damage in transit is recoverable. And this table is a working summary for planning purposes — the binding definitions are the ones published by the International Chamber of Commerce in the Incoterms® rules, so confirm the exact term wording in your sales contract before you ship.

Price Trend — Peru

Historical freight rates from China to Peru for 300 KG shipments. Data sourced from live carrier price feeds.

China to Peru — Shipping Reference Data

Reference figures that shape cost and transit on the China-Peru route:

Main sea gateways	the main container seaport
Destination customs authority	the national customs authority
De-minimis / duty-free threshold	varies by country (often low)
Import tax & duty regime	Import duty and local VAT/GST apply; rates vary widely
Local currency	USD
Typical port/airport dwell time	4-10 days
Peak / busy season	Sep-Nov
Conformity & certification	Check local conformity and labelling rules per commodity
Main air gateways	the primary international airport

Thresholds and duty bands are buyer-planning references, not formal customs rulings — confirm the exact HS-code rate for your goods before shipping.

Bulk Freight

Bulk Commercial Freight

Shipping 300 KG from China to Peru is firmly in bulk commercial freight territory. At this volume, sea freight (FCL or LCL) and air charter rates become significantly more competitive. Most importers at this weight range use scheduled sea freight for regular orders and air freight only for urgent replenishments.

- Sea freight FCL (full container) may be cost-effective above 5 CBM
- LCL sea freight rates are quoted per CBM at this range
- Expect customs examination — prepare full documentation
- Insurance recommended for shipments above USD 5,000 value

Free 3D Loading Tools

Shipping to Peru by air or sea? Plan cartons and container loading in 3D before requesting a quote.



3D Carton Packing Calculator

Check how many units truly fit per carton for this Peru shipment: the 3D packing tool computes layers, rotation, and protection gaps from your exact product size.

[Open Packing Tool →](#)



3D Container Loading Planner

Sea freight to Peru prices by CBM or container — plan 20GP/40GP/40HQ loading in 3D, mix different box sizes, and check utilization before booking.

[Open Container Planner →](#)

Which Shipping Method is Best for 300 KG?



Air Freight

Transit: 5-10 business days

Best at: Under 300 KG, time-sensitive cargo

Viable

Recommended



Sea Freight

Transit: 25-45 calendar days

Best at: Over 100 KG, non-urgent cargo

Recommended



Rail Freight

Transit: 18-28 calendar days

Best at: Europe destinations over 50 KG

Europe only

Transit Times — China to Peru

Method	Transit Time	Notes
Sea Freight LCL	30-50 calendar days	Shared container to Peru port + delivery
Sea Freight FCL	28-45 calendar days	Full container to Peru port + delivery
Express Courier	3-7 business days	DHL/FedEx/UPS door-to-door, high cost for this weight

What Affects the Shipping Cost to Peru?

- Actual vs. volumetric weight — carriers charge whichever is higher ($L \times W \times H \div 6000$ for air)

- Cargo type surcharge — batteries, liquids, and branded goods carry additional fees
- Peak season surcharges — Chinese New Year (Jan/Feb) and Golden Week (Oct) add 15–30%
- Destination area — Peru may have remote area surcharges for certain postal codes
- Declared value — customs duties are calculated on CIF value

Customs & Documentation for Peru

- De minimis threshold — shipments below local tax threshold may clear duty-free
- Required documents: commercial invoice, packing list, and accurate HS codes
- DDP service includes all import duties — you pay one total price with no surprises
- Battery and liquid goods require additional certification documents
- FDA Prior Notice required for food, supplements, and certain health products
- FCC certification required for electronic devices with radio frequency

Frequently Asked Questions

How much does it cost to ship from China to Peru?

Current rates for shipping from China to Peru start at USD 6,300.00/KG via Sea FCL Port-to-Port (Spot). For 300 KG, the estimated total is approximately USD 6,300, duty included. Final landed cost depends on the Import duty and local VAT/GST apply; rates vary widely applied by the national customs authority.

What duties and taxes apply when importing into Peru?

Imports into Peru are assessed by the national customs authority. The applicable regime is: Import duty and local VAT/GST apply; rates vary widely. The duty-free / de-minimis position is varies by country (often low). Under our DDP service these charges are pre-paid and included in the per-KG price, so there is nothing to settle on arrival.

What is DDP shipping to Peru and what does it include?

DDP (Delivered Duty Paid) to Peru means one all-inclusive price covering freight, the duty/tax due to the national customs authority, and last-mile delivery to your door. The varies by country (often low) de-minimis position is handled for you, and there are no surprise charges at destination.

What documents are required for customs clearance in Peru?

the national customs authority typically requires: (1) commercial invoice with HS codes and declared value; (2) packing list with weights and dimensions; (3) bill of lading or air waybill; (4) certificate of origin (may lower duty); and (5) any product-specific certification (Check local conformity and labelling rules per commodity). Under DDP we prepare and file these for you.

How long does shipping from China to Peru take?

Door-to-door transit to Peru: air freight 5–10 business days, sea LCL 30–50 days, sea FCL 28–45 days. On arrival, allow roughly 4–10 days of clearance/dwell at the gateway. All times include customs clearance under DDP.

In what currency are rates to Peru quoted and paid?

Freight to Peru is quoted and invoiced in USD; the local currency on the destination side is USD. Payment is typically due before departure (T/T or PayPal), and because it's DDP you settle the full landed cost once — no destination collect charges.

Which ports and airports handle China shipments to Peru?

Sea freight to Peru typically routes through the main container seaport, while air freight clears via the primary international airport.

We pick the gateway with the best onward delivery time to your final address and price it into the DDP rate.

When is the busy season for shipping to Peru?

Capacity to Peru tightens around Sep–Nov, on top of the China-side surcharge windows of Chinese New Year (Jan/Feb) and Golden Week (early Oct). Booking 1–2 weeks earlier during these windows protects both space and rate.

Inland Delivery Coverage — Peru

We deliver beyond the arrival gateway. Each city below has its own destination guide covering the gateway it clears through, typical inland transit time and the local customs picture.

Note — these are reference guides, not quotes. The city pages describe routing, gateways and clearance for each destination. They do not carry rate tables. For pricing to any city listed here, use the rate table on this page or ask us for a quote.

- [Lima LIM air / Chancay sea inland same day](#) Guide only — no rates
- [Callao LIM air / Callao sea inland same day](#) Guide only — no rates
- [Chancay LIM air / Chancay sea inland same day](#) Guide only — no rates
- [Arequipa AQP air / Matarani sea inland +2 days](#) Guide only — no rates
- [Trujillo TRU air / Salaverry sea inland +1 day](#) Guide only — no rates
- [Chiclayo CIX air / Paita sea inland +1 day](#) Guide only — no rates
- [Cusco CUZ air / Callao sea inland +2 days](#) Guide only — no rates

[All Peru destination guides →](#)

Shipping to Peru by industry

Rates above are lane rates and apply to general cargo. Packing specification, HS classification and the clearance step that matters are all commodity-specific — these guides cover them industry by industry.

- [Direct to Consumer E-commerce & Retail Channels](#)
- [Fasteners Metal Products & Industrial Components](#)
- [Pressure Vessels Metal Products & Industrial Components](#)
- [Industrial Boilers General Machinery & Industrial Equipment](#)
- [Solar Panel New Energy, Power & Electrical](#)
- [Lithium Battery New Energy, Power & Electrical](#)
- [Bicycle Parts Automotive & Vehicles](#)
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[All 139 industry guides →](#)

Related Shipping Rates

Other Weights to Peru

- [1KG Shipment](#)
- [10KG Shipment](#)
- [21KG Shipment](#)
- [100KG Shipment](#)

Other Modes to Peru

- [Sea Freight to Peru](#)

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